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Sir Edward Frankland, K.C.B., F.R.S., F.R.C.S., &c. (recently deceased), who was the most eminent authority of the day on the subject, lately reported as follows on the water as prepared and used in our factories—

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A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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MARRIAGE  
On the 9th January, at the Presbyterian Church, Singapore, by the Rev. S. Stephen Walker, M.A., assisted by the Rev. F. H. Morgan, B.A., of the Methodist Episcopal Church, F. J. BENTLEY to CHARLOTTE ELLEN TAYLOR, second daughter of Mrs. G. H. Brown, Grenville, Singapore.

The Daily Press.  
HONGKONG, January 17th, 1900.

Though not directly affecting China, the diplomatic victory gained by Germany in procuring the concession of the Euphrates Valley Railway, cannot be without its ultimate effect on our relations with China. The history of the concession is a curious one and reflects the current of events for a century. It was the ambition of the Great Emperor Napoleon to acquire for France an empire in Syria, whence France was to rule the East and checkmate the advance of her great rival, England, in India. British victories in Egypt shattered the attempt, which, however, remained the dream of successive generations of Frenchmen. In 1832 Ibrahim Pasha, instigated by the French, defeated the Turkish troops in Syria and took possession of Acre. The British then in their entire influence with the Turks and in 1840, with their armed assistance, the Citadel of Sidon was recaptured, and Turkish rule once more established in the Levant. The event which led to open war between France and England, which, however, was averted by the Government of King Louis Philippe, and for many years England enjoyed the role of influential adviser throughout the Turkish dominions. The Turks, however, were not so easily won over to the front, and at times both for a time worked together, only to fall out after a while. So affairs went on till Egypt proved a bone of contention, and France did her best to make a European combination against England. By this time Germany showed symptoms of her desire to take a hand in the game. Her people in their new-born unity were enlarging their commercial interests in the Levant, and her Government, ever ready to assist in the commercial advancement of the Empire, seconded their efforts. An understanding was come to with England that Germany would not interfere with her in Egypt, if on her side England left her a free hand in Syria. The outcome of this was the Kaiser's visit to Jerusalem, which, in spite of a good deal of chaffing criticism, resulted in a friendly understanding between the Kaiser and the Sultan. English policy in Turkey had been of an unnecessary irritating description. A Government pledged at home to revolutionizing everything had thrown to the winds the traditional amenities of diplomacy, and had raised up an unfriendly feeling everywhere in Europe. The Prime Minister himself, ignorant or careless of the good opinion of the world, had been using reckless language all round. The man who had hampered the traditional policy of the state and had uttered the phrase "Bulgarian Atrocities" a byword

of ineptitude found in the "Times" in Turkey. The influence of the nation in favor of the Armenian Christians was generous, and carried out wisely would have enhanced the respect due to the nation. A statement like "Bulgarian Atrocities" that what he threatened he was in a position to enforce, saved from a cruel persecution the remnant of the Waldenses. Not so the hysteric swooning of a Gladstone, who, all the world knew, would be the first to run away from the enemy he had himself created. Europe looked on and smiled, but the Turk, ruffling under the abusive language, but yet snoring at the threats the sincerity of which he had learnt to assess at its true value, preferred to seek other advisers. It is now upwards of sixty years since the idea of a Euphrates Railway was presented to an English public. The idea was taken up by the then generation of statesmen, and an exploring expedition under Colonel Gurney was sent to report on its feasibility. Those were the days of a Palmerston, who, in spite of frequent mistakes of temper, was essentially an Englishman, and in these days would be classed as an Imperialist. Palmerston consistently favored the railway rather than the Suez Canal, as in these days it would have been entirely in British hands, while from the beginning he had his suspicions of the canal which became in turn the pet scheme of France. There is little doubt that Palmerston made one of his great mistakes in seeking to discredit the canal, and it remains a blot on Robert Stephenson's character that he permitted his engineering judgment to be warped for a political purpose. Stephenson's condemnation of the canal did not prevent its being made, but it prevented British energy and British capital being turned to its construction, and threw it into the hands of France. The proved success of the canal turned men's thoughts from the older scheme of the railway, and Colonel Gurney's report was shelved and almost forgotten. This was asserted by the subsequent acquisition by Duple of the Egyptian's interest in the canal and the occupation of Egypt. As the English hold on Egypt, tightened the influence at Constantinople decreased. Partly this was to be accounted for by natural reasons, but the main cause was the historical fit which had captured her traditional policy, and left her a rudderless hulk on the tidal ocean of popular caprice. Momentarily the nation was staggered and capital and enterprise retired to seek a refuge from the storm which seemed impending. This is probably the true explanation of that strange phase of industrial stagnation which has allowed Great Britain to remain stationary, while other nations, and especially Germany and the United States, have been forging ahead. The passage of the Euphrates Railway, from being a British project, into the hands of Germany, is, in fact, only another evidence of the extraordinary paralysis which began with the defeat of Duple in Feb., 1863, and has had full swing for upward of a quarter of a century. To us in China the story of the Euphrates has come to suggest unpleasant thoughts. From a not altogether dissimilar standpoint we have had to look on at Peking, while our influence, once paramount, has been gradually "fettered" away. We have seen the same constant fecklessness, followed by a similar collapse at the end, we have threatened and threatened, and as if astonished at our own fecklessness have at once commenced to eat our own words. Is it any wonder that our threats have become a laughing stock, and that the unrepentant Emperor places the same value on our brave words as does the unrepentant Turk at the Bosphorus? This is, we fear, the main influence which the Euphrates Valley Railway now has for British residents in China.

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of ineptitude found in the "Times" in Turkey. The influence of the nation in favor of the Armenian Christians was generous, and carried out wisely would have enhanced the respect due to the nation. A statement like "Bulgarian Atrocities" that what he threatened he was in a position to enforce, saved from a cruel persecution the remnant of the Waldenses. Not so the hysteric swooning of a Gladstone, who, all the world knew, would be the first to run away from the enemy he had himself created. Europe looked on and smiled, but the Turk, ruffling under the abusive language, but yet snoring at the threats the sincerity of which he had learnt to assess at its true value, preferred to seek other advisers. It is now upwards of sixty years since the idea of a Euphrates Railway was presented to an English public. The idea was taken up by the then generation of statesmen, and an exploring expedition under Colonel Gurney was sent to report on its feasibility. Those were the days of a Palmerston, who, in spite of frequent mistakes of temper, was essentially an Englishman, and in these days would be classed as an Imperialist. Palmerston consistently favored the railway rather than the Suez Canal, as in these days it would have been entirely in British hands, while from the beginning he had his suspicions of the canal which became in turn the pet scheme of France. There is little doubt that Palmerston made one of his great mistakes in seeking to discredit the canal, and it remains a blot on Robert Stephenson's character that he permitted his engineering judgment to be warped for a political purpose. Stephenson's condemnation of the canal did not prevent its being made, but it prevented British energy and British capital being turned to its construction, and threw it into the hands of France. The proved success of the canal turned men's thoughts from the older scheme of the railway, and Colonel Gurney's report was shelved and almost forgotten. This was asserted by the subsequent acquisition by Duple of the Egyptian's interest in the canal and the occupation of Egypt. As the English hold on Egypt, tightened the influence at Constantinople decreased. Partly this was to be accounted for by natural reasons, but the main cause was the historical fit which had captured her traditional policy, and left her a rudderless hulk on the tidal ocean of popular caprice. Momentarily the nation was staggered and capital and enterprise retired to seek a refuge from the storm which seemed impending. This is probably the true explanation of that strange phase of industrial stagnation which has allowed Great Britain to remain stationary, while other nations, and especially Germany and the United States, have been forging ahead. The passage of the Euphrates Railway, from being a British project, into the hands of Germany, is, in fact, only another evidence of the extraordinary paralysis which began with the defeat of Duple in Feb., 1863, and has had full swing for upward of a quarter of a century. To us in China the story of the Euphrates has come to suggest unpleasant thoughts. From a not altogether dissimilar standpoint we have had to look on at Peking, while our influence, once paramount, has been gradually "fettered" away. We have seen the same constant fecklessness, followed by a similar collapse at the end, we have threatened and threatened, and as if astonished at our own fecklessness have at once commenced to eat our own words. Is it any wonder that our threats have become a laughing stock, and that the unrepentant Emperor places the same value on our brave words as does the unrepentant Turk at the Bosphorus? This is, we fear, the main influence which the Euphrates Valley Railway now has for British residents in China.

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## VESSELS ON THE BEATH

## NORDBUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(Passenger Service). (Freight Service).  
(Taking Cargo at through rates to ANWER, ROTTERDAM, LONDON, Oporto, Genoa, Liverpool, Glasgow, Hamburg, Bremen, Antwerp, Black Sea and Baltic Ports, North and South American Ports).

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
AMERICA	HAMBURG	On 18th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.
AMERICA	HAMBURG	On 25th Jan.

Three steamers have superior accommodation for Passengers and carry a Doctor and Stewardess.  
For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ &amp; CO.,

AGENTS.

Hongkong, 1st January, 1900.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January
KOBE MARU	AMERICA, SHANGHAI, CANTON	Thursday, 18th January

Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Co.  
For further information as to Freight, Passage, etc., apply to the Company's Local Branch Office at No. 7, Praya Central.

A. S. MURRAY,

Manager.

Hongkong, 1st May, 1900.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, N. SAKI, CANTON	18th Jan.	Freight or Passage.
KOBE AND YAMATA	18th Jan.	Freight or Passage.
LONDON, S. S. G. G. G.	18th Jan.	Freight or Passage.
YOKOHAMA, N. SAKI, CANTON	18th Jan.	Freight or Passage.
SHANGHAI, N. SAKI, CANTON	18th Jan.	Freight or Passage.
LONDON, S. S. G. G. G.	18th Jan.	Freight or Passage.
YOKOHAMA, N. SAKI, CANTON	18th Jan.	Freight or Passage.
SHANGHAI, N. SAKI, CANTON	18th Jan.	Freight or Passage.
LONDON, S. S. G. G. G.	18th Jan.	Freight or Passage.
YOKOHAMA, N. SAKI, CANTON	18th Jan.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd January, 1900.

## CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

## THIS FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF CHINA, Comdr. R. Archibald, S.S. WEDNESDAY 17th Jan. 1900

EMPEROR OF JAPAN, Comdr. O. P. Marshall, S.S. WEDNESDAY 14th Feb. 1900

EMPEROR OF INDIA, Comdr. G. A. Lee, S.S. WEDNESDAY 14th Feb. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VICTORIA in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the EXCURSIONS OF THE TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DELICIOUS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, Pedder Street

Hongkong 1st January, 1900.

## IMPERIAL GERMAN MAIL

LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
KARLSRUHE	WEDNESDAY 18th Jan.
SACHSEN	WEDNESDAY 25th Jan.
OLDENBURG	WEDNESDAY 25th Jan.
BREMEN	WEDNESDAY 25th Jan.
STUTTGART	WEDNESDAY 25th Jan.
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SAARBRUCK	WEDNESDAY 25th Jan.
OLDENBURG	WEDNESDAY 25th Jan.
BREMEN	WEDNESDAY 25th Jan.
STUTTGART	WEDNESDAY 25th Jan.
KONIG ALBERT	WEDNESDAY 25th Jan.
WEIMAR	WEDNESDAY 25th Jan.
PRINZ HEINRICH	WEDNESDAY 25th Jan.
SAARBRUCK	WEDNESDAY 25th Jan.
OLDENBURG	WEDNESDAY 25th Jan.
BREMEN	WEDNESDAY 25th Jan.
STUTTGART	WEDNESDAY 25th Jan.
KONIG ALBERT	WEDNESDAY 25th Jan.
WEIMAR	WEDNESDAY 25th Jan.
PRINZ HEINRICH	WEDNESDAY 25th Jan.
SAARBRUCK	WEDNESDAY 25th Jan.
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STUTTGART	WEDNESDAY 25th Jan.
KONIG ALBERT	WEDNESDAY 25th Jan.
WEIMAR	WEDNESDAY 25th Jan.
PRINZ HEINRICH	WEDNESDAY